

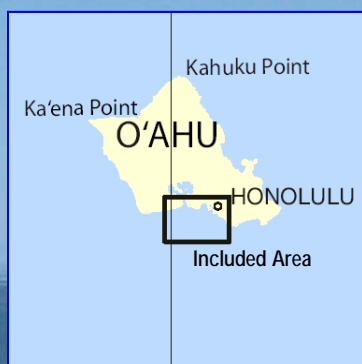
BookletChart™



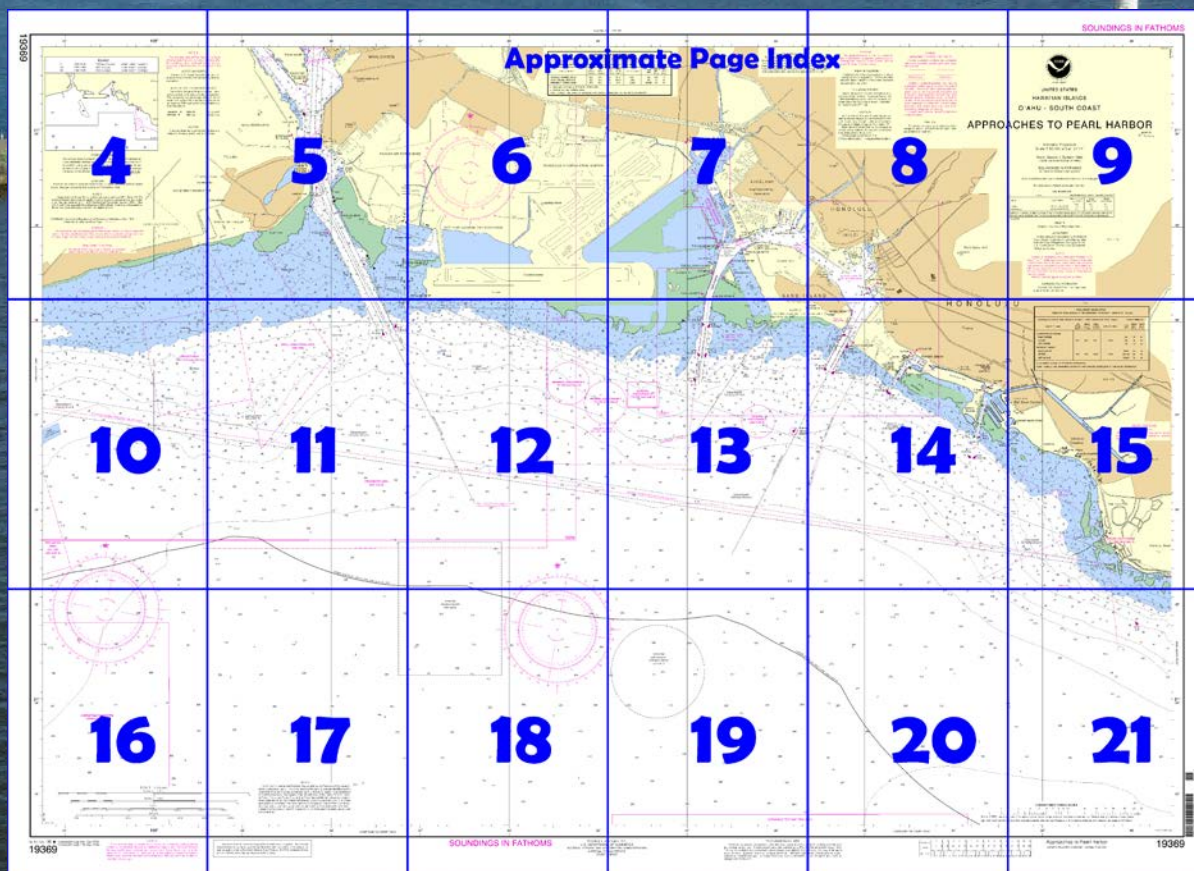
South Coast of O'ahu – Approaches to Pearl Harbor NOAA Chart 19369

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=19369>.



(Selected Excerpts from Coast Pilot)

The low coast between Diamond Head and Honolulu Harbor is thickly developed, and palm trees are numerous. Along this stretch is world-famous **Waikiki Beach** with its big hotels, surfboarding, outrigger canoe races, and sunbathers. The Waikiki Shore Water Restricted Zone is an area extending about 0.4 mile offshore along Waikiki Beach. Boating is prohibited in this area, except by permit issued by the Harbors Division, Hawaii Department of Transportation.

Anchorage.—A special anchorage is in **Kapua Entrance**, about 0.9 mile S of Waikiki Beach. (See **110.1** and **110.128d(d)**, chapter 2, for limits and regulations.)

Ala Wai Boat Harbor is 2.5 miles NW of Diamond Head Light. A dredged channel leads from Mamala Bay through the reefs to the basins inside the harbor. In 1967, the channel was dredged to 22 feet. Depths inside the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a **013°30'** lighted range. Mariners are advised to line up on the range before entering or exiting the harbor at night.

Kewalo Basin.—At times when stormy S or SW (kona) winds create high swells, the channel becomes extremely hazardous. There is usually a strong rip current crossing the channel at this time.

Honolulu Harbor, Caution.—Honolulu Harbor is 5 miles NW of Diamond Head and midway along the S coast of O'ahu. Vessels approaching the harbor from the W at night should not mistake the lights between Pearl Harbor and Honolulu for the lights of Honolulu, or the lighted buoys off Kalihi Channel for the lighted buoys off the main entrance. Vessels have mistaken these lights and gone aground off Keehi Lagoon. From the E the lights N of Diamond Head should not be confused with those of Honolulu, or the lighted aids of Kewalo Basin with those of Honolulu Harbor. Also from the E, vessels should not mistake the lights between Koko Head and Diamond Head for the lights of Waikiki Beach.

Commercial and residential development of the coast along Maunaloa Bay has resulted in an increase of background lighting. Vessels have mistaken Makapuu Point Light for Diamond Head Light and run aground on the reef W of Koko Head.

Tsunami (seismic sea wave).—Honolulu Harbor authorities require all ships to vacate the harbor prior to the estimated time of arrival of a sea wave if possible. If a long engine-warmup is necessary, it should be started at the first alert so the vessel may be ready to proceed in time. When ready to depart, each ship should obtain clearance from the harbormaster. The Aloha Tower, traffic control, can be contacted on VHF-FM channel 12, call sign WHX-528. The traffic controller will assign each vessel a departure time in accordance with harbor regulations, depending on vessel size, type, location in the harbor, and vessel type priority. Once a vessel has checked in with Aloha Tower traffic control, they are required to monitor VHF-FM channel 12 at all times.

Vessels unable to move in time should take adequate precautions against damage during the tsunami due to the expected rise and fall of the water.

The State of Hawaii has established **special pilotage regulations** for all **tankers, tanker barges, and tankerlike vessels**. In general the regulations require these vessels to have on board a Honolulu Port Pilot when entering or departing Honolulu Harbor for any reason.

Quarantine is enforced in accordance with regulation of the U.S. Public Health Service.

Honolulu is a **customs port of entry**.

Harbor regulations.—Prior to entry, all vessels must establish communications with Aloha Tower traffic control on VHF-FM channels 12 or 16; call sign, WHX-528, telephone 808-587-2076. **Traffic control** in Honolulu is controlled by amber lights on the tower at night. (See Coast Pilot for more details.)

A flashing amber warning light, privately maintained and shown about 22 feet above the water from a pole about 70 yards SSW of Pier 38, is activated when there is a gas leak or the likelihood thereof.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Honolulu

Commander
14th CG District
Honolulu, HI

(808) 535-3333

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

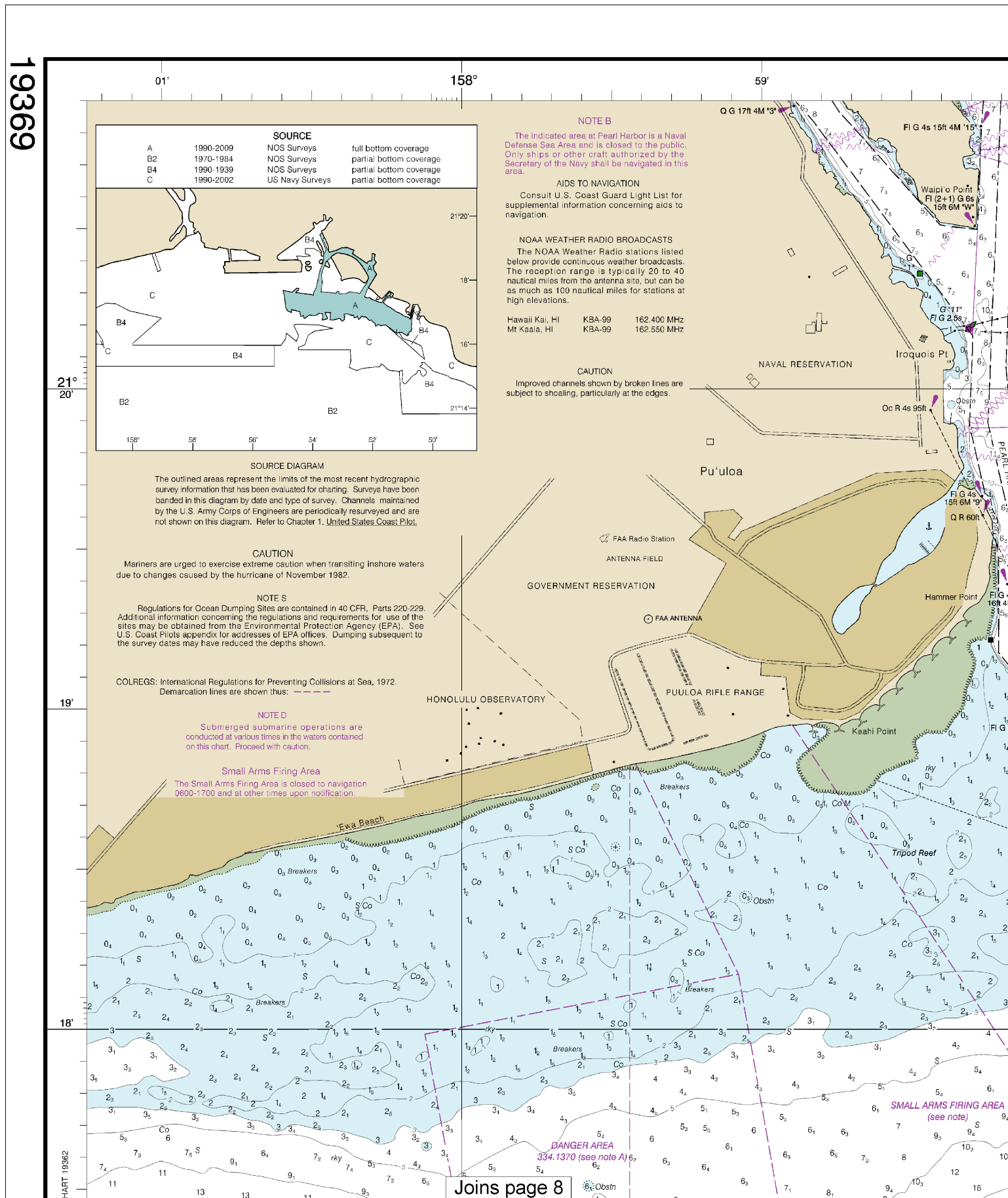
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

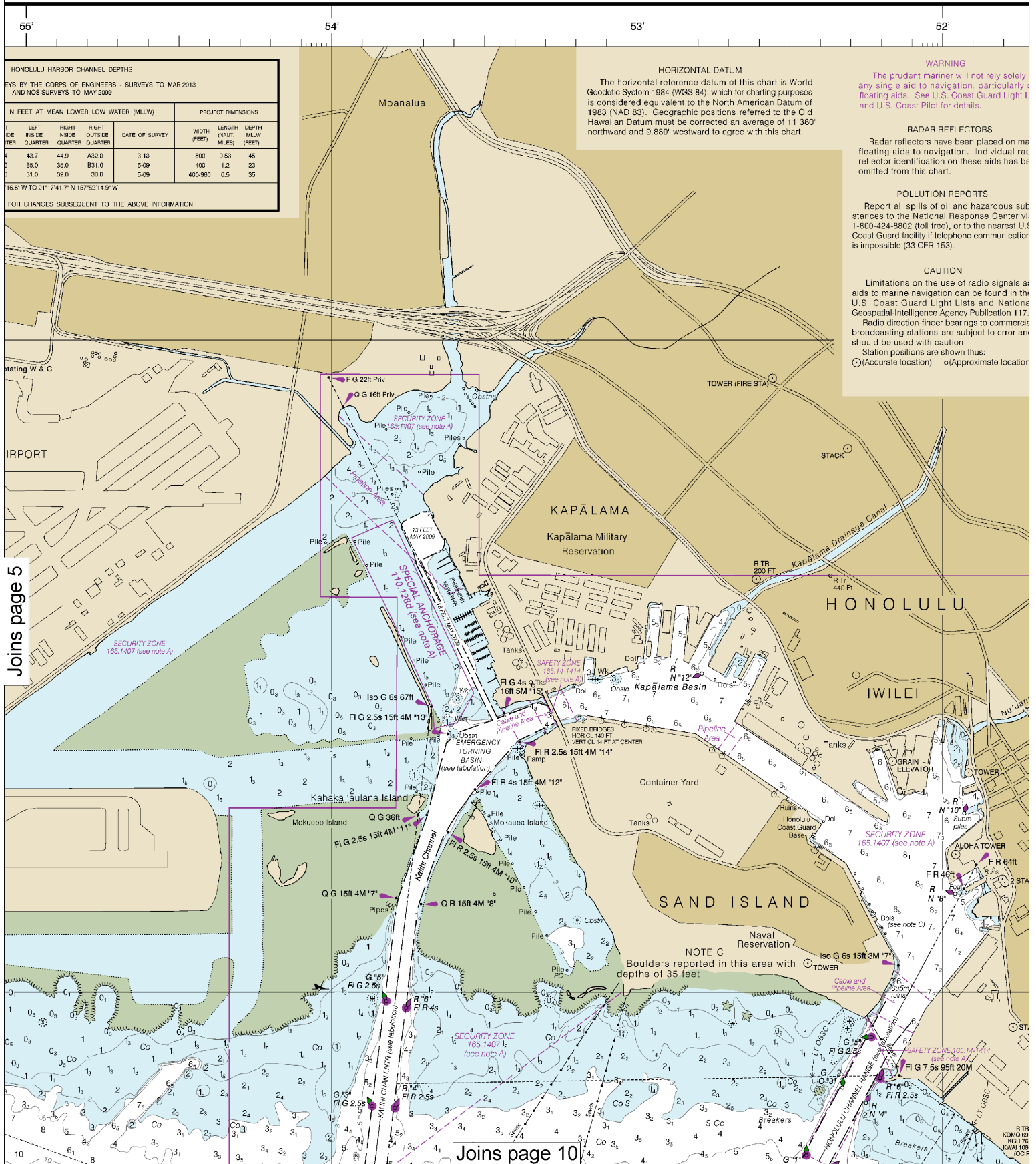


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



5



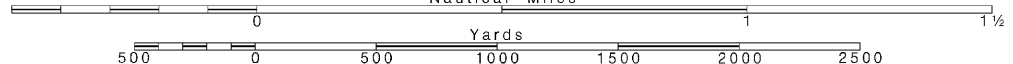
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



51'

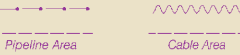
50'

49'

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CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:



Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or
unlighted buoys.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

HAWAIIAN ISLANDS

O'AHU - SOUTH COAST

APPROACHES TO PEARL HARBOR

MICRO TR
Tantalus21°
20'Mercator Projection
Scale 1:20,000 at Lat. 21°17'World Geodetic System 1984
(North American Datum of 1983)SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Pearl Harbor Honolulu	(21°22'N/157°57'W)	feet 2.0	feet 1.5	feet 0.2
	(21°19'N/157°52'W)	feet 1.9	feet 1.4	feet 0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,
tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>
(Jul 2012)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geological
Survey, U.S. Coast Guard, National Geospatial-Intelligence Agency, and
U.S. Navy.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 7. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
14th Coast Guard District in Honolulu, Hawaii or at the
Office of the District Engineer, Corps of Engineers in
Honolulu, Hawaii.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important
supplemental information.

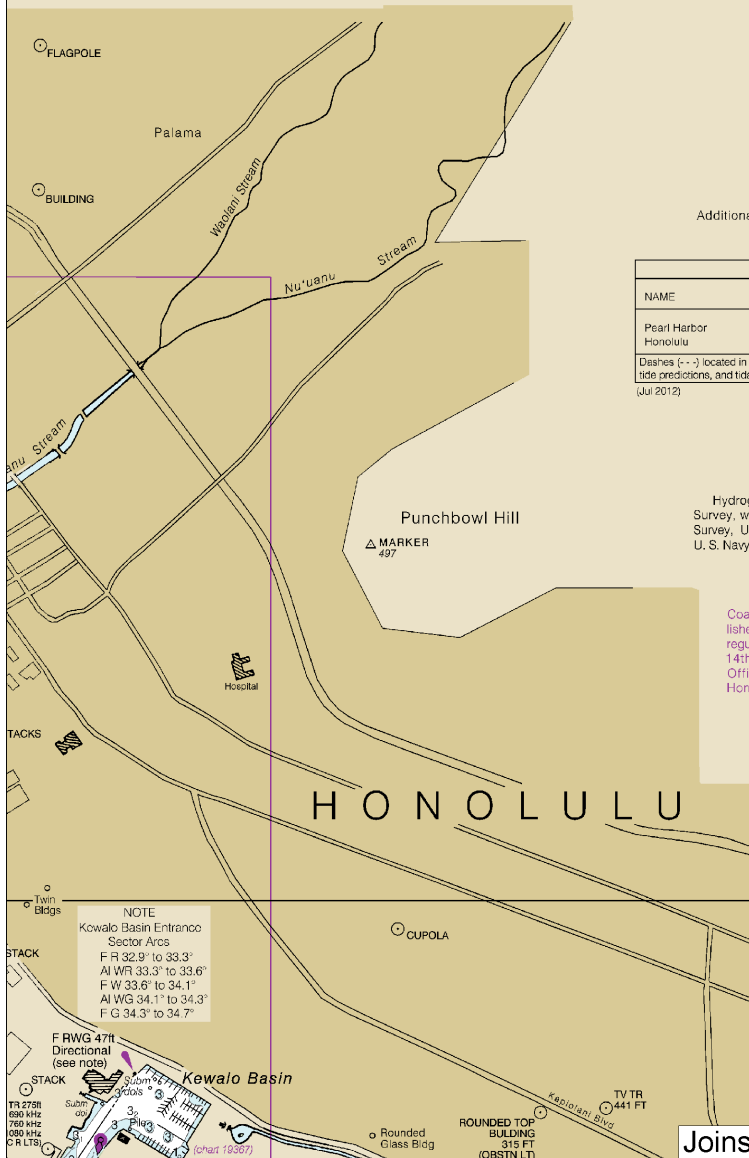
HONOLULU

206

Round Top

19'

18'

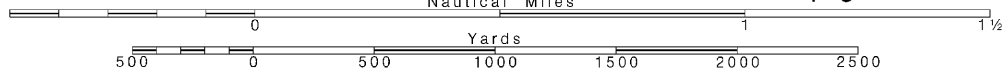


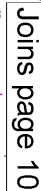
PEARL HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE DEPARTMENT OF THE NAVY AND THE CORPS OF ENGINEERS - SURVEYS TO JUL 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET)
OUTER ENTRANCE CHANNEL						
					300	1.0 45
					300	1.0 50
RIGHT OUTSIDE					450	1.0 45
CENTER	48.0	48.0	50.0	7-11		
LEFT OUTSIDE						
ENTRANCE CHANNEL						
					75-300	2.5 40
					300-750	2.5 45
RIGHT OUTSIDE					450-825	2.5 40
CENTER	42.0	42.0	41.0	7-11		
LEFT OUTSIDE						
NOTE - CONSULT THE DEPARTMENT OF THE NAVY FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

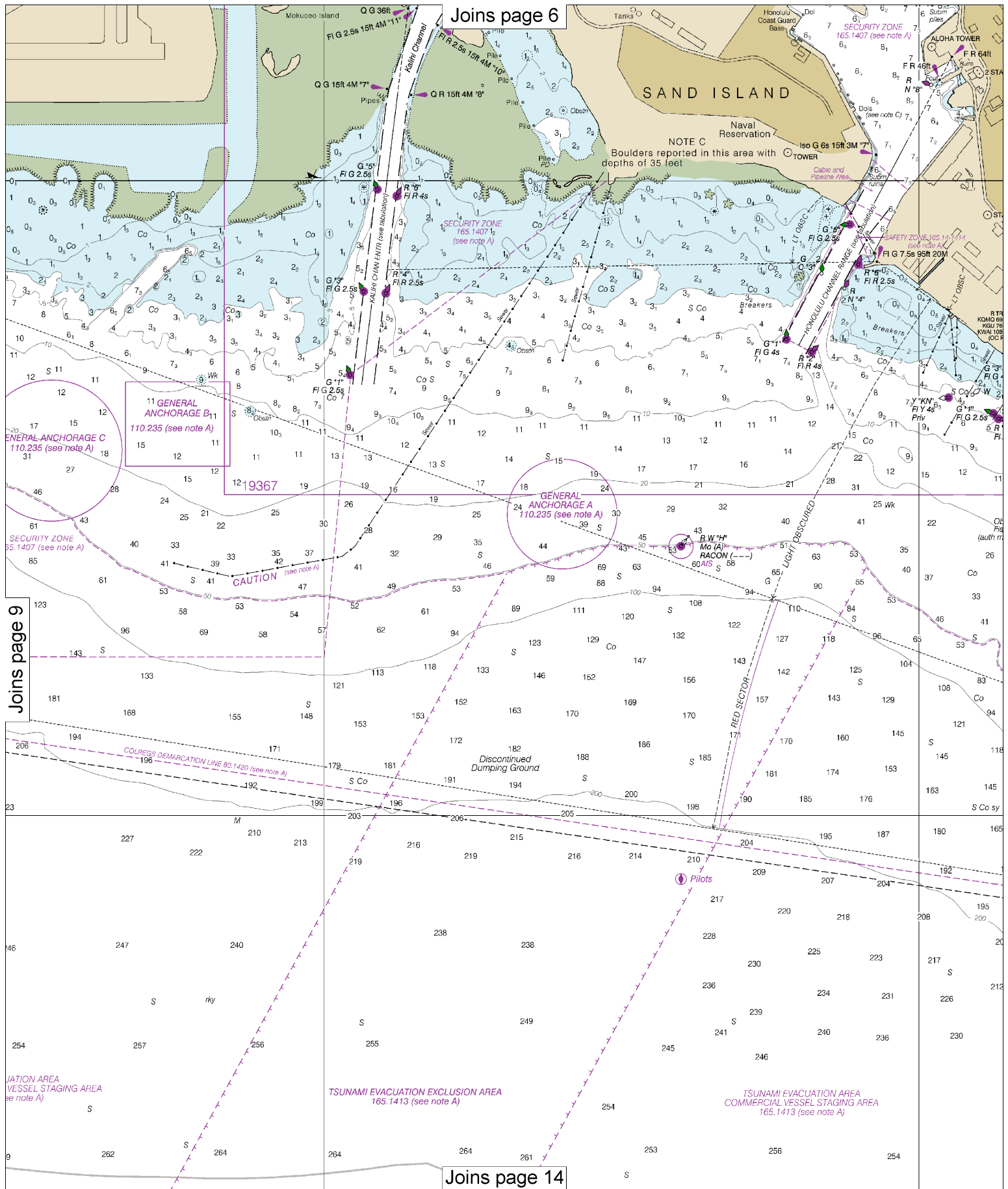
Joins page 11



See Note on page 5.

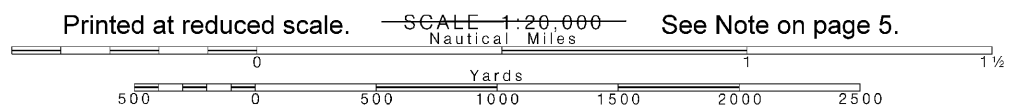






10

Note: Chart grid lines are aligned with true north.



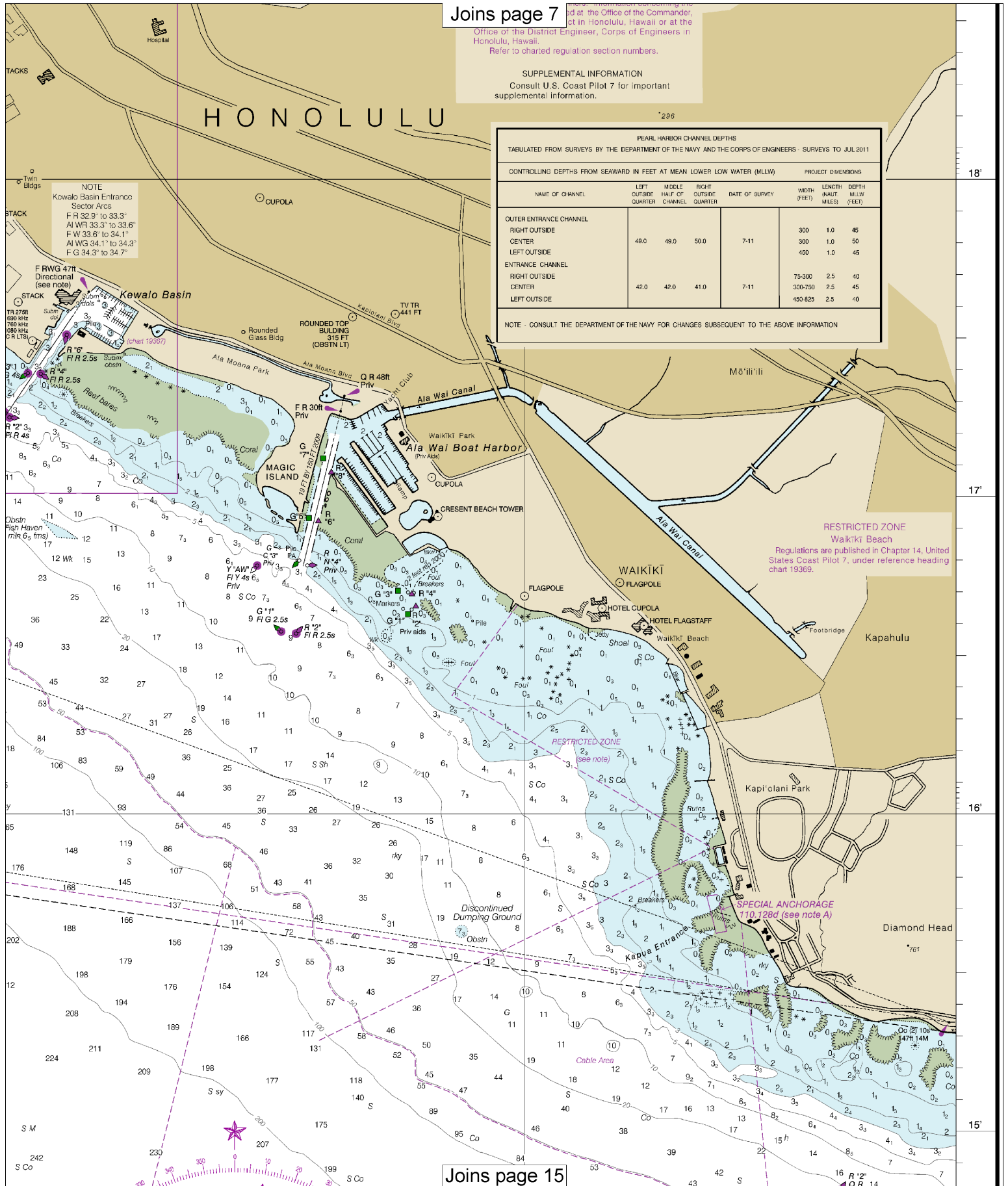
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

HONOLULU

206

PEARL HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE DEPARTMENT OF THE NAVY AND THE CORPS OF ENGINEERS - SURVEYS TO JUL 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
OUTER ENTRANCE CHANNEL						
RIGHT OUTSIDE					300	1.0
CENTER					300	1.0
LEFT OUTSIDE					450	1.0
ENTRANCE CHANNEL						
RIGHT OUTSIDE	48.0	49.0	50.0	7-11	75-300	2.5
CENTER	42.0	42.0	41.0	7-11	300-750	2.5
LEFT OUTSIDE					450-825	2.5

NOTE - CONSULT THE DEPARTMENT OF THE NAVY FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 8

RESTRICTED AREA
334.1360
(see note A)

COMPASS ROSE:
MAGNETIC
VAR 9°45' E (2019)
ANNUAL DECREASE 2'

SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
Meters

NOTE X
Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile Limit of the territorial sea, is retained as it continues the limit of the other laws. The 9-nautical mile Natural Resource of Florida, Texas, and Puerto Rico, and the Three Nautical miles of the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Contiguous Zone were established. Unless fixed by treaty or the U.S. Supreme Court, the modification.

7th Ed., Oct. 2012. Last Correction: 10/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

NOTE X

Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile Limit of the territorial sea, is retained as it continues limit of the other laws. The 9-nautical mile Natural Resources of Florida, Texas, and Puerto Rico, and the Three Nautical miles most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Exclusive Economic Zone were established by law. Unless fixed by treaty or the U.S. Supreme Court, the limit to modification.

Note: Chart grid lines are aligned with true north.

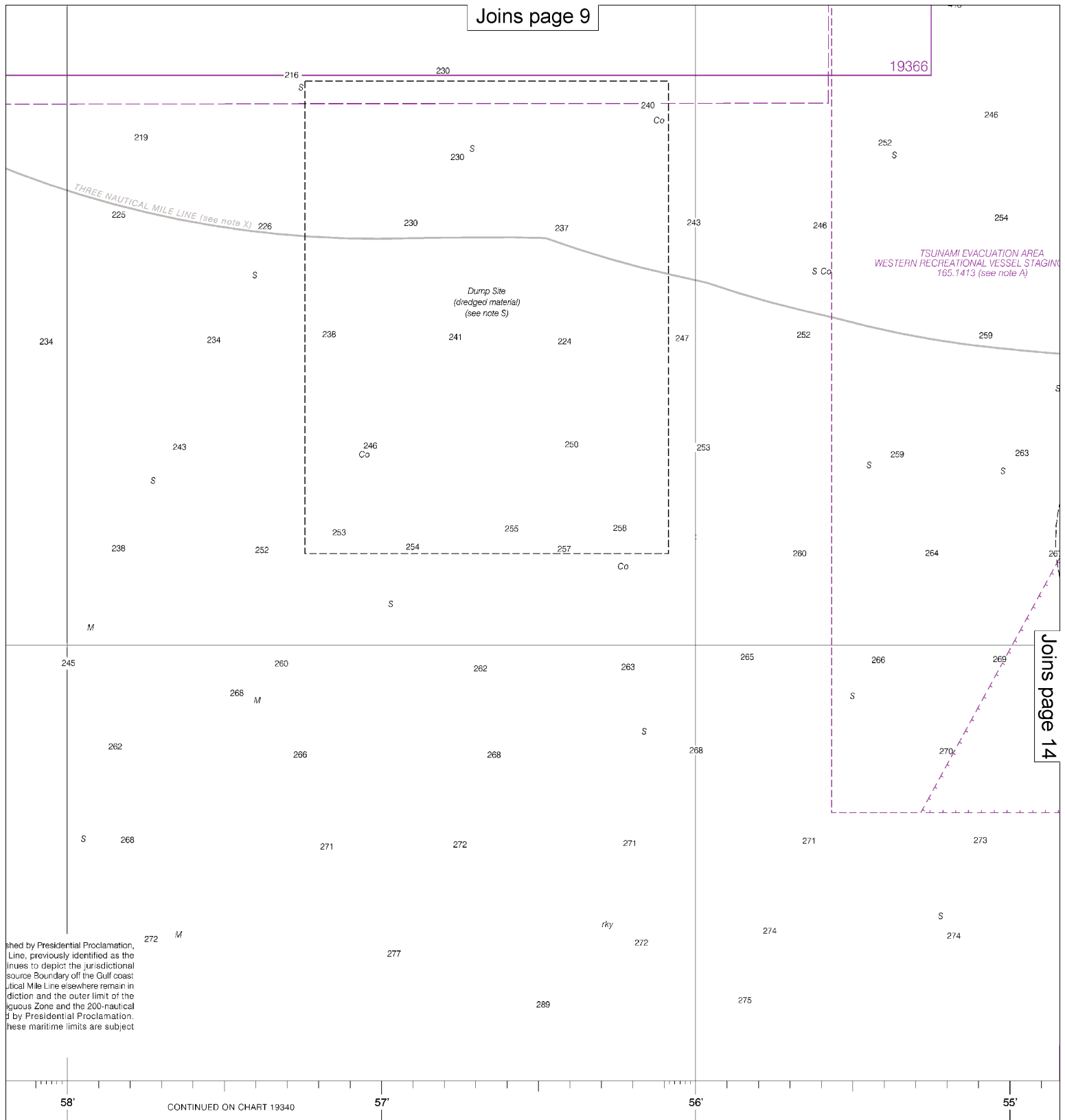
Printed at reduced scale. — SCALE 1:20,000 — See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



shed by Presidential Proclamation,
Line, previously identified as the
lines to depict the jurisdictional
source Boundary off the Gulf coast.
tical Mile Line elsewhere remain in
diction and the outer limit of the
iguous Zone and the 200-nautical
d by Presidential Proclamation.
these maritime limits are subject

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washi
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEAN
COAST SUR

ATION AREA
VESSEL STAGING AREA
(see note A)

TSUNAMI EVACUATION EXCLUSION AREA
165.1413 (see note A)

TSUNAMI EVACUATION AREA
COMMERCIAL VESSEL STAGING AREA
165.1413 (see note A)

Dump Site
(discontinued)
(dredged material)
(see note S)

THREE NAUTICAL MILE LINE (see note X)

SUBMARINE TEST AND TRIAL AREA

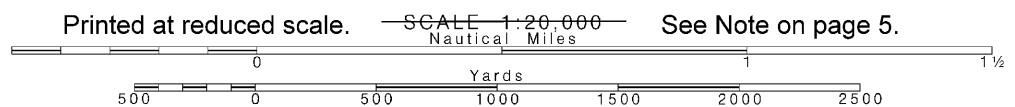
Joins page 13

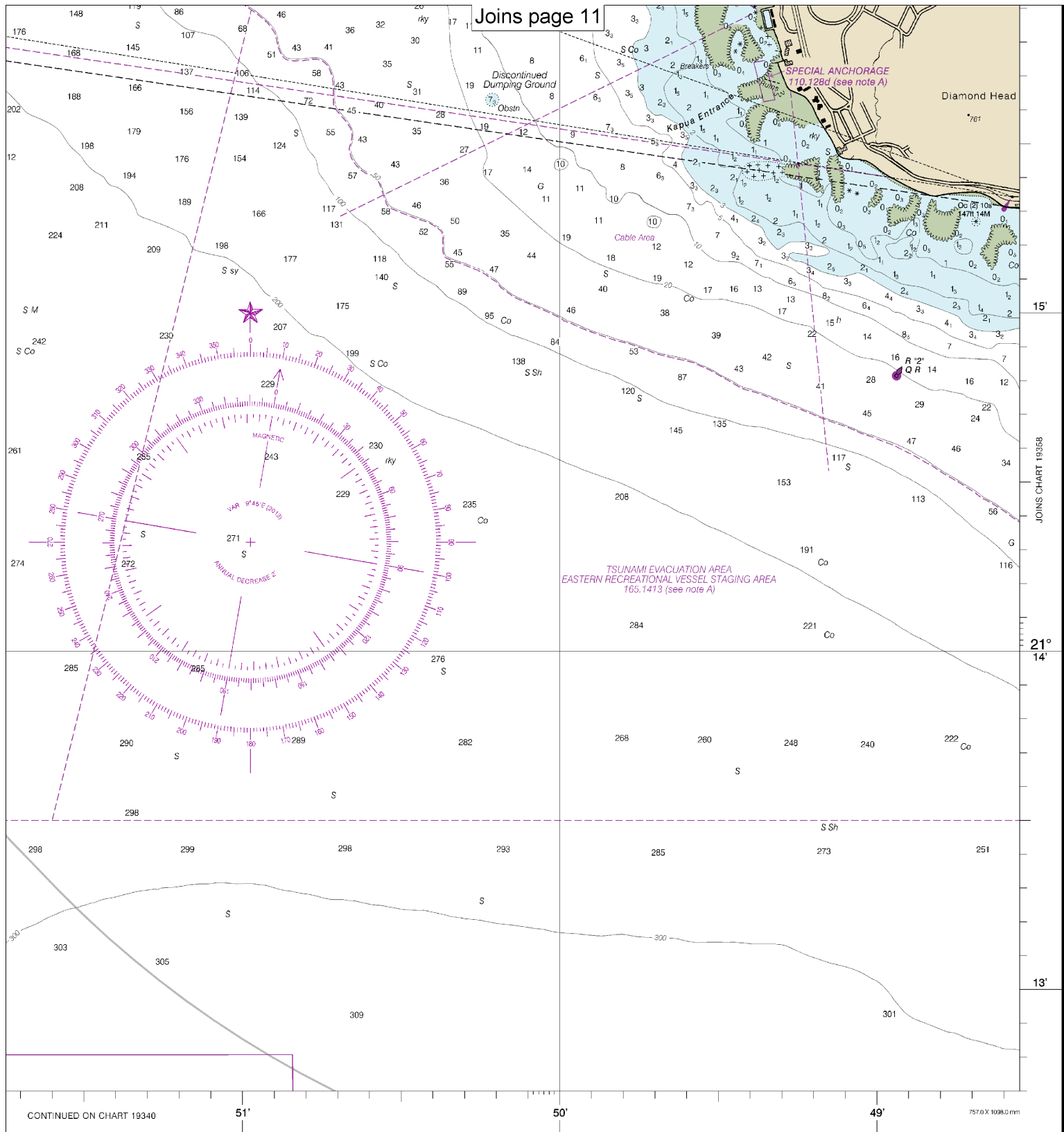
Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NAUTICAL AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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14

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Approaches to Pearl Harbor
SOUNDINGS IN FATHOMS - SCALE 1:20,000

19369



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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